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RAILROAD COS. REDUCE RATES

Most Notable Revision of Tariff Schedules

FILED WITH COMMISSION

Responsive to Its Midsummer Petitions—El Paso Base Rate is Reduced to That of Los Angeles Base Rate.

R. S. Stubbs, assistant general freight agent of the Southern Pacific, and Paul F. Hastings, general freight and passenger agent of the S. F. P. and P. railroad and in matters herein concerned, representing General Freight Agent Barnwell of the Santa Fe coast lines, yesterday appeared in person and filed with the Arizona railway commission responsive to its petitions, letters announcing as effective January 2, 1910, very material reductions in class freight rates from all eastern points to Arizona points, and between all Arizona points and through the latter reductions, a consequent reduction in rates from Los Angeles to all local points, situated on a branch line. The letter of Mr. Stubbs in like manner announces a reduction of rates in New Mexico to points served by the Southern Pacific and includes the reductions announced sometime ago affecting the Gila Valley, Globe and Northern, which incident was given due publicity in these columns at the time. Mr. Stubbs submitted many figures taken from the revised tariffs, as illustrative of the new rates. Mr. Hastings only submitted figures from through eastern and western points as illustrative of the reductions, for the reason that the new tariff sheets of the S. F. P. and P. expected daily, have not yet arrived and without them it would be an arduous task to prepare tables. He joins however in verifying the reductions as complying with the general plan and says that the Santa Fe rates to local points will of course meet those of the Southern Pacific, while in the northern part of the territory the reductions will be even greater for the reason that the present rates are higher and the reductions are being made in pursuance of a general plan.

The letters are addressed to the Arizona railway commission in response to the petitions of the commission made several months ago. The railroads have been giving Arizona rates a great deal of consideration for some time past. In fact there has been no meeting of traffic men for a long time that the subject has not been considered quite comprehensively and changes suggested. These deliberations, however, have been accelerated and largely brought to an issue through the petitions of the commission, which has urged the changes. The commission has written extensively to this end and is entitled to a large measure of the credit in securing early and uniform action. In behalf of the railroads, however, it is only fair to quote Mr. Stubbs as saying that the companies decided to adopt these rates in demonstrating whether the reductions will meet the public necessities as contended from many sources and whether they will be compensating to the carriers by increased business.

Mr. Hastings says the reductions are the most radical that have been made at any time within his fifteen years residence in the territory and that the letters include the announcement of some reductions not specifically covered by the request of the commission, but which naturally follow the reduction of rates from El Paso and between local points. In view of past controversies, he said that concerning some of the rates from the east to Arizona, under the new scale, that they are not actual rates to El Paso plus the rate west, but are over the new rate to El Paso west, or in other words, they are not as high as the roads would be permitted to charge by building over the El Paso rate. Both gentlemen stated that the carriers feel that the new rates announced are as low as can be consistently asked for under present conditions.

Speaking further concerning the new rates and the criticism sometimes offered that most of the freight is carried under commodity rates and the reductions of class rates is not materially important, Mr. Hastings stated that the larger bulk of the merchandise handled by retail merchants and individual shippers and many of the carload shippers, is moved under the class rates except a few important commodities like hay and grain, so that these reductions in rates are both material and important and beneficial to the greater number of shippers.

The letter of Mr. Stubbs to the commission is as follows:

Tucson, Ariz., Nov. 29, 1909.

"The Arizona Railway Commission, Phoenix, Arizona:

"Dear Sirs:—I beg to announce that, effective January 2, 1910, a general reduction will be made in class rates locally on our line within Arizona and New Mexico, and also from Deming, El

Paso and defined territories east thereof.

"Generally speaking, the basis adopted is the current class scale from Los Angeles eastward to Arizona main line points applied westward from Deming and El Paso to main line stations with application of same basis in the construction of class rates for equal mileage locally within Arizona and New Mexico. Current class rates from gateway points and eastern defined territory have been held as maxima. By reason of class rate reductions made by the M. and P. R. R. P. and E. R. R. and G. V. G. and N. Ry., class rates from eastern points to stations on those lines have been very generally reduced, and for the same reason certain class rate reductions have been made from California to Salt River valley points.

"The effect of these changes is briefly illustrated by the attached statement, which shows in comparative form current class rates and those effective January 2, 1910, from certain of the principal originating points to some of the principal Arizona junctions and stations. Yours respectfully,

"R. S. STUBBS, G. F. A."

In elucidation of the second paragraph of Mr. Stubbs' letter it is explained that at present the local rates per mile west from El Paso are higher than the local rates east from Los Angeles. A station a given number of miles west from El Paso now has to pay more for a hundred pounds of freight from El Paso than a station the same number of miles east of Los Angeles has to pay on a hundred pounds of freight from that city. Under the new rates the rate from El Paso has been reduced to the same basis as the rate from Los Angeles. A shipment from El Paso to Phoenix, therefore, under the new rates, will be—

(Continued on Page Eight.)

THE FRISCO DIVORCED FROM THE ROCK ISLAND

SAID TO HAVE BEEN FEAR OF THE GOVERNMENT

The Lines Though Separate Will Not Be Deadly Enemies.

New York, Dec. 1.—Six thousand, five hundred miles of railroad, forming the St. Louis and San Francisco railroad, changed hands today, by its severance from the Rock Island, with which it was merged in 1902. The purchasers are B. F. Yoakum, former chairman of the Frisco-Rock Island executive committee, and E. L. Winchell, former president of the Rock Island, who is now president of the "Frisco." It is understood that Winchell and Yoakum have as associates in the deal leading capitalists of the west, including Adolphus Busch and F. J. Wade, of St. Louis, as well as the Union Trust company of that city.

All accounts agree that the dissolution was brought about through fear of federal intervention. The Rock Island and Frisco lines parallel, and touch at various points. There was reason to believe that the interstate commerce commission had taken cognizance of the fact.

Another interesting phase of the transaction, despite denials, is the current belief that the Frisco will form some alliance with the lines of Edwin Hawley, a newcomer in the railroad world, who recently acquired with Yoakum, control of the Missouri, Kansas & Texas. At the same time the relations of the Rock Island and Frisco will be friendly, for the benefit of both.

WERE IN NO DANGER

Washington, Dec. 1.—If federal intervention had been planned to accomplish the disassociation of the Rock Island and Frisco, such a movement did not have its inception with the interstate commerce commission. It was said tonight that the combination of the Rock Island and Frisco had not been discussed for three years. Members of the commission say that Yoakum and Winchell acquired the Frisco not with the idea of a positive combination with the rapidly forming Hawley system, but to round out a southwestern system of their own.

WENT BEYOND LINES PLAINTIFFS' COMPLAINT

In Heavy Damage Suit Against Utah Copper Company.

Salt Lake, Dec. 1.—E. A. Wall, brought suit in the district court against the Utah Copper company, and its president, D. C. Jackling, to recover damages amounting to \$1,290,000. It is alleged that the Utah Copper company extracted 215,000 tons of ore from the Amanda mining claim, which adjoins the Utah Copper company's mine in Bingham Canyon, and which is the property of Wall.

He asks for a restraining order prohibiting the Utah Copper company from paying any further dividends, and prays for a commission to ascertain the extent of the alleged damage to the Amanda mine.

THE PRINCETON AGROUND.

Astoria, Dec. 1.—The gunboat Princeton, en route to Nicaragua, while off Willapa harbor on Monday night, ran into North Spit. It was towed off on Tuesday and brought inside the harbor. It suffered minor injuries.

WARM NOTE BY MR. KNOX

Severing Diplomatic Relations With Nicaragua

DENUNCIATION OF ZELAYA

He is Held Personally Responsible for the Murder of Groce and Cannon—Note is Also Recognition of Revolution.

Washington, Dec. 1.—Secretary of State Knox returned the passports of Felipe Rodriguez, charge d'affaires of Nicaragua today in a letter scathingly denouncing Zelaya. The letter was definitely declared to represent the president and is about as plain spoken as anything emanating from the state department in many years. An extraordinary feature is that it seems to be the evident intention on the part of the United States to hold Zelaya personally responsible for the alleged torture and execution of the Americans, Cannon and Groce, and exhibits the unique situation of one government holding the chief executive of another practically as a common malefactor.

Mr. Knox virtually announces a recognition of the Nicaraguan revolutionists. This brings the crisis as near as it could be brought without a definite declaration by congress, which will convene on Monday. Mexico is in sympathy with the United States. Just what status the consular representatives of the United States in Nicaragua now enjoy is not definitely explained. It is expected, however, that they will be given passports tomorrow.

The letter of Mr. Knox follows:

"Sir: Since the Washington convention of 1907 your notorious president, Zelaya, has almost constantly kept Central America at a tension, and in turmoil, and has repeatedly and flagrantly violated the provisions of the convention and, by his baneful influence, Honduras, whose neutrality the conventions were to assure, has sought to discredit these sacred international obligations to the great detriment of Costa Rica, Salvador and Guatemala. It is equally a matter of common knowledge that under the regime of Zelaya, republican institutions have ceased in Nicaragua; that public opinion and the press have been throttled; the prison has been the reward of any tendency toward real patriotism.

"Consideration for you personally impels me to abstain from an unnecessary discussion of the painful details of that regime which unfortunately has been the history of Nicaragua, a discouragement to a group of republicans whose aspirations need only opportunity for a free and honest government.

"Two Americans, who, this government is now convinced, were officers of the revolutionary forces, and therefore entitled to be dealt with according to the enlightened practice of civilized nations, have been killed by the direct order of President Zelaya. The execution is said to have been preceded by barbarous cruelties.

"The consulate at Managua is officially reported to have been menaced. There is thus a sinister culmination of an administration, also characterized by cruelty to our own citizens, which has, until the recent outrage, found vent in the case of this country in a succession of petty annoyances and indignities which many months ago made it impossible to ask the American minister longer to reside at Managua.

"From every point of view it evidently has become difficult for the United States further to delay a more active response to the appeals which long made it this government's duty to its citizens, to its dignity, to Central America and to civilization.

"The government of the United States is convinced that the revolution represents the ideals and the will of the majority of Nicaraguans more faithfully than does the government of Zelaya, as is officially reported from more than one quarter and as is already indicated in the rising of the western provinces. In this it is easy to see in the new elements a tendency toward a condition of anarchy which leaves no responsible source to which the United States could look for reparation for the killing of Cannon and Groce and for the protection which must be assured American citizens and American interests in Nicaragua.

"In the circumstances the president has no longer for the government of Zelaya that respect and confidence which make it appropriate to maintain regular diplomatic relations. The government of Nicaragua, which you have hitherto represented, is hereby notified, as will be also the leaders of the revolution, that the government of the United States will hold strictly accountable for the protection of American life and property, the factions in control of the western portions of the republic of Nicaragua.

"As for reparation for the killing of Groce and Cannon the United States

would be loath to impose upon the innocent people of Nicaragua, the heavy burden of expiation of the acts of the regime forced upon them or exact from the succeeding government the imposition of such a burden. There enters the question of reaching those responsible for the tortures that are reported to have preceded the execution.

"The president, as the friend of your country, as he is also of the other republic of Central America, is disposed to have the indemnity confined to what is reasonably due the relatives of the deceased only so that the punishment may fall where it is really due. In pursuance of this policy, the government of the United States will temporarily withhold its demand for reparation, but will insist upon the future protection of legitimate American interests in the hope of making more effective the friendly offices exerted under the Washington conventions.

"From the foregoing it will be apparent to you that your office as charge d'affaires is at an end. I have the honor to enclose your passport. In case you desire to leave the country, I would add that I will be happy to receive you, as I shall be happy to receive a representative of the revolution, each as an unofficial channel of communication between the government of the United States and the de facto authorities to whom we look for the protection of American interests pending the establishment of a Nicaraguan government with which the United States can maintain diplomatic relations."

WEATHER TODAY.

Washington, Dec. 1.—Forecast for Arizona: Thursday fair; Friday possibly rain; snow in the north.

SUCCESSFUL BIDDER FOR THE BIG FIGHT

Supposed to Be Tex Rickard, Who Represents the West.

New York, Dec. 1.—No decision announcing the successful bidder for the Jeffries-Johnson fight was made tonight, because the promoters wished to avoid a possible clash with the police. It will be made known at Hoboken tomorrow afternoon.

INSERT SUCCESSFUL BIDDER

Sporting men are feeling disappointed at what many considered the puritanical interposition of the anti-fight laws, but Commissioner Baker served notice that no announcement could be made in New York.

Gossip tonight picked as the winner James Coffroth, of San Francisco; Jack Gleason, the California ball magnate, and Tex Rickard, the Nevada boomer, who apparently formed a triple alliance to get the fight for Utah, Nevada or California.

McCarry said: "The cards have been stacked against my Los Angeles club, but if the highest and best bid that has no private strings attached is to be accepted, Los Angeles will get the fight. I've bid the most, \$110,000 and 50 per cent of the proceeds." The opening of the bids, besides revealing the apparent Coffroth-Gleason-Rickard combination, yielded another surprise—the fact that a promoter could offer, backed with cash, a purse of \$110,000 to be divided as the contestants saw fit.

RICKARD CLAIMS IT.

Salt Lake, Dec. 1.—The following was received from Tex Rickard: "Salt Lake offered the largest purse and claims to have clinched the contest."

CONFIRMATORY DISPATCH.

San Francisco, Dec. 1.—The following message, received tonight from James Coffroth, the San Francisco fight promoter:

"New York, Dec. 1.—Rickard will get the big fight."

IT'S NOT CREDITABLE TO JACK JOHNSON

That a Globe Negro Claims to Be His Cousin.

Globe, Dec. 1.—Torance Johnson, colored, claiming to be a cousin of Jack Johnson, the heavyweight champion, was convicted in the district court here today. Johnson has been a prisoner here for several months.

Although in the lightweight class he demonstrated his pugilistic ability on the first day of his incarceration by whipping the best scrapper of the local "kangaroo court." Since that time he has been held in awe by all other prisoners. Johnson will draw a penitentiary sentence tomorrow.

A NEW BUREAU.

State Department Will Pay More Attention to "Near Eastern" Affairs.

Washington, Dec. 1.—To extend further his general plan of specialization in the commercial and political affairs of the world, Secretary Knox has created a division of "near eastern affairs" and selected Evan E. Young of South Dakota, now American consul at Saloniki, as chief. The new division will have to do with the affairs of Turkey, Persia, the Balkans, and other states in that part of Europe. This territory with its intricate political problems and its opening opportunities for commercial expansion, have made necessary special attention.

WIDE EXTENT OF IDLENESS

In Consequence of Northwest Switchmen's Strike

12,000 ARE OUT OF WORK

Small Number in Comparison With Multitude of Idle There Will Be if the Strike is of Long Duration As Seems Probable

St. Paul, Minn., Dec. 1.—Every line of industry in the northwest dependent upon the movement of staples is seriously affected by the strike of the railroad switchmen which began last evening. It is estimated that upward of 12,000 men are idle tonight because of the strike order, thousands of freight handlers and teamsters losing time because of the freight blockade, and a continuance of the strike for several days will throw additional thousands out of work. The railroad yards in all terminal cities are filled with stalled freight trains and the attempt to move a few by the aid of office men drafted as switchmen is making no impression.

The railroad managers' committee announced today that they were bringing to St. Paul new switchmen to take the places of the strikers. To this, President Hawley of the Switchmen's union, said: "All right, let them come, we will not object."

Business men generally are beginning to feel the result of the strike. The first to be affected were the wholesale and commission houses. In Minneapolis the flour mills closed tonight, and it is estimated that 3,500 men employed in them are idle. A continuation of the strike will throw out 1,500 more employed in the copperage and allied trades. In South St. Paul, where the stockyards are situated, only 300 head of cattle were received today. The daily average is 1,800. Manager Bangs, of Swift and company, said the question of a reduction of the packing house force depended entirely upon the duration of the strike.

In the iron range in the northern part of Minnesota, small towns will soon be facing a famine unless food stuffs can be sent in. In Superior 300 men were laid off in the Great Northern machine shops. The mines will be affected by the stopping of freight traffic. On the Duluth ore docks 10,000 men will be out of work. In all cities in the northwest the strike will be felt. The most serious will be in Montana where the copper mines and smelters are situated. In Montana and eastern Idaho freight traffic is tied up. About sixty freight trains were stopped as the switchmen are in control at all terminal points. Butte is absolutely dependent upon the operation of the mines and smelters. When they stop everything stops. Many of the big mining companies run company stores and the miners' credit is good there only as long as they work. Anaconda and Great Falls employ 7,500 smelter hands.

That all hope of a speedy settlement of the strike is gone is indicated by the departure for Washington tonight of Martin A. Knapp, of the interstate commission, and Labor Commissioner Neill. Mr. Knapp said he could do nothing but offer his services, and at this time they were not wanted.

SEATTLE MORE HOPEFUL.

That the Strike Will Not Be Long Lived.

Seattle, Wash., Dec. 1.—Although the movement of freight on the Northern Pacific and Great Northern lines is suspended and the passenger traffic is delayed because of the switchmen's strike, there has been little commotion today in business and railroad circles, for there is a general feeling that the strike will not continue long.

On all the bulletin boards of the railroads notice of an increase of 2 cents an hour in switchmen's wages was posted today, but not a switchman returned to work so far as is known. No freight trains are running. Perishable freight accepted subject to delay. Passenger trains are leaving their stations an hour or two late. Yardmasters and station employees are making up the train.

Good order has been maintained by the strikers at all points. Railroad officials say they have received assurances from members of the brotherhoods of locomotive firemen and engineers and conductors and trainmen that there is no possibility of a sympathetic strike. None of the railroad employees not on strike have shown the least wish to delay traffic. Operating officials in the northwest have made no attempt to hire new men, and are awaiting instructions from St. Paul.

It was said at the Northern Pacific offices here tonight that new men will be employed as soon as it is decided to begin the movement of freight, and it was not feared that the strike would spread when the new men went to work. The Chicago, Milwaukee and Puget Sound road have not been affected by the strike. Most of the cities in the Pacific northwest are reached by other roads than the two whose switchmen are out, and consequently a shortage of coal and supplies will not result.

MINES AND SMELTERS STOP

Great Falls, Mont., Dec. 1.—As a result of the switchmen's strike, the Boston and Montana smelter, employing 4200, has partially closed, and will be closed completely in twenty-four hours. The manager of the American Smelting company at Helena said his plant could run a month on the ore supply now on hand. Smaller industrial concerns employing 2,000, will be compelled to close within the next few days if the strike continues.

THROUGH FREIGHT STOPPED

Vancouver, Dec. 1.—The result of the switchmen's strike is that no through freight is coming or going.

WILL SERVE THE MOST NEEDY

Tacoma, Dec. 1.—Efforts will be made tonight by the Northern Pacific to get a train of merchandise to points which have been cut off by floods, and to the towns south of the sound, which are short of coal. All attention is directed to keeping passenger trains moving.

TRAINMEN ORDERED BACK

Great Falls, Dec. 1.—In response to an order from the head of the Brotherhood of Railway Trainmen, a few members of the order who left work in sympathy with the striking switchmen reported this evening. The order states that the brotherhood has no part in the strike of the switchmen's union and the members must not leave work in sympathy with the switchmen.

THE LIBERAL APPEAL TO ENGLISH VOTERS

DIRECT ATTACK MADE UPON THE PEERS

The Budget Itself Becomes a Secondary Matter

London, Dec. 1.—The national liberal federation issued a manifesto tonight which, regarded as a party rally for the elections, concentrates attention entirely on the constitutional struggle between the house of lords and the house of commons.

It says: "If the present action of the peers is not repudiated swiftly, the rights and privileges won so dearly by our forefathers in the great struggles for freedom, are all surrendered."

The manifesto declares that the peers' power of veto must be restricted so that the last word in legislation on finance must rest with the house of commons.

"In the fight forced upon us," the manifesto continues, "the electors will have to decide whether they wish to govern themselves or be governed by a few hundred hereditary peers who have thrown the constitution into the melting pot in order to shift the burden of taxation from the wealthy land and liquor interests upon the food and necessities of life."

NEW THROUGH LINE.

The Western Pacific Is Ready for Business.

Denver, Dec. 1.—The Western Pacific is ready for operation and are awaiting word from Washington to begin the acceptance of interstate shipments," said E. B. Boyd, assistant to the vice president of the Gould lines today. Mr. Boyd said that freight and passenger tariffs have been filed with the interstate commerce commission, and the road would accept shipments as soon as the commission gives the word.

A GRAND OPPORTUNITY TO BEAT GOVERNMENT

Furnished by the Bustle of Business on the Sugar Trust's Docks.

New York, Dec. 1.—The fruitful opportunity for fraud in the bustle of the enormous business daily at the Williamsburg docks of the American Sugar Refining company is what the government sought to bring out today at the trial of six former employees of the company, charged with defrauding the government by underweights. David Fragner, a customs inspector, testified that two trucks a minute passed out of a single set of scales or eight a minute on the four sets in use.

Each truck weighed one ton and each half ton, the government contended, was weighed thirteen pounds short by the secret manipulations of government employees who, it is charged, were paid cash by the sugar company for the evasion of the customs duties. If the game ran properly, the government stood to lose duties on 5,850 pounds of sugar every hour.

HARDER THAN ROOSEVELT'S

Is Test Proposed by Secretary of War For Officers

WEEKLY WALKS AND RIDES

Other Important Recommendations in the Secretary's Report—Estimates For Year Lower Than Those of Present Year

Washington, Dec. 1.—Many changes in the military establishment are suggested today by Secretary of War Dickinson in his annual report. He recommends a change in the Roosevelt physical tests, so as to require of officers, in addition to the annual, weekly riding or walking tests; a division of the United States into territorial and tactical districts so that the organized militia of the states may be conveniently combined with the regular army stationed therein into permanent brigades, divisions and corps for instruction and tactical organization; the location of troops in or near principal cities instead of distributing them at remote forts, to meet the requirements of economy, the possibility of rapid movement and the training of militia.

More officers for the army is recommended, and promotion on the merit system. Liberal appropriations for the completion of fortification projects of the Philippines, Honolulu and Pearl Harbor; the encouragement of rifle practice among citizens and school boys; the establishment of a national park at Niagara Falls to preserve its scenic features.

The secretary made publish his estimates to congress for the coming fiscal year, amounting to \$95,325,359 or \$8,000,000 less than was appropriated for the present fiscal year.

Under the head of "Military Aeronautics," the secretary recounts the achievements of aeroplanes and dirigible balloons in the last year and sets forth the opinions of military authorities as to the applications of airships to warfare. Says the report:

"Two years ago the war department submitted an estimate for an appropriation of \$200,000 for the purpose of beginning a proper aeronautical equipment and instruction for the army. Last year an estimate was submitted to congress for an appropriation of \$500,000. No appropriations have been made thus far for this purpose. On account of the apparent need for reducing, at least temporarily, the expenses of the war department, no estimate has been submitted by me for this purpose for the fiscal year 1911."

The national control of wireless telegraphy is recommended.

FURTHER CUSTOMS HOUSE CLEANING.

Washington, Dec. 1.—Another shake-up in the New York customs house was announced at the treasury department today. Inspector Timothy D. Lane has been suspended on charges, and the department has approved the discharge of ten assistant weighers.

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Inquire About This. 160 acres north of Glendale, can be divided in 40 acre tracts. Will be sold at a very attractive price.

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